

**Car 3661** – I purchased this car on 8<sup>th</sup> Dec 1972 from a dealer on Parramatta Road and at the time the registration renewal was 10<sup>th</sup> November, so I am assuming the original sale date to be 10/11/1966 – I have no history of the car prior to my buying it, but I now believe it to have had a fairly major prang and I bought it after it was rebuilt – a fiberglass bonnet and no ID plate, somewhat rough repairs under the bonnet etc. but it was cheap and all I could afford at the time! The engine I believe to be original looking at other cars from your registry, and the casting clock on it is 18/5/66, so all the evidence points to it being assembled as a CKD kit in UK around June 1966, assembled in Enfield Sydney in Sept/Oct then first sold 10/11/66.

If only NSW would release the registration details as have VIC and the QLD distributor records!

**Car 1851** is a different story – now for the REAL can of worms! It is actually three cars made into one.

In the late 1980's – I think around 1987 – I bought the mechanical remains of car **YGHN3 555** (54<sup>th</sup> Aussie built B) The car had been heavily damaged, the only body part I got was the boot lid, the front of the engine had smashed into the steering rack, breaking the crank pulley, stripping the timing gears, front cross member twisted, steering arms bent – obviously a heavy impact and I assume rolled and rest of the body destroyed. However, it came with the ID plate, and many years later Bruce Smith of Sportsparts told me it was the 54<sup>th</sup> Aussie built car (when I started making enquiries on numbers) After I had finished the resto of car 3661 and it was back on the road I started looking at the pile of bits I had in the shed and started on the engine from 555 – which should be an 18G three bearing, however, it was a five bearing engine casting clock date 12/9/67. The block had not been stamped with an engine number, but a plate made up and riveted on with the correct number from the ID plate 18GUH4201. BUT – there is a number stamped into the block at the front left corner just below the join to the head 84984 – I will not even ask what that # relates to! The engine back plate has 1712 stamped into it at the top rear. The head, which had been disassembled when I bought the bits, has casting clock 23/11/62, which fits with UK to AUS build dates.

I have since reassembled the head, replaced timing gears and crank pulley and the engine runs extremely well! My assumption is that the car had had a replacement engine but kept the head, then was written off in a heavy prang and that is when I got it, so the engine has had little use even though it is over 30 years old!

Around seven years ago I bought out of Melbourne the body of car 1851 – the photos already on your gallery are the ones used on ebay. I have replaced floors and done various rust repairs but overall the body was in reasonable condition. Of course I found many parts I did not have but at swap meets and ebay, including ANOTHER car finally have the car on the road.

**CAR YGHN3 1957** From ebay I picked up a completely rusted out car that had most of the 'top side' stripped out, but 'underneath' parts left untouched, including front and rear running gear, fuel tank (10 gallon) , fuel pump, rear wiring harness and many clips etc. This car had the 'chassis number' in the front left rail but it had so rusted out that only part is even there – 515XX which again, looks like a UK date of November 64, Aus date April 65. Unfortunately the rust was so severe that only a mad Englishman would attempt to fix it up and the remains of the body went to Mr Sims (if I had the space I would have kept it)

So in summary:-

Car YGHN3 555 – No longer exists

Car YGHN3 1851 – Now running with many non original parts!

Car YGHN3 1957 – No Longer exists

Car YGHN3 3661 – Running – Restored

In the QLD distributor records Car 555 is listed as Katoomba Blue – strange as 1 - there was no Katoomba Blue and 2 – the ID plate I have states Wangara Grey!!! (**NOT** putting the blame on you – I see the handwritten sheet! Don't believe everything that's handwritten!)

For car 1851 I had the choice of two 10 gallon fuel tanks, both had to be repaired, the tank from 555 had crash dents, 1957 tank had rust around the filler neck, but I used tank 1957 and its fuel sender. However, after a couple of drives the fuel gauge showed full and I thought the needle had stuck, until the car came to a stop being out of petrol!. I found that car 1957 used a very unusual sender and needed a specific fuel gauge , the combination having only been used for a few months before changing to the 12 gallon tank and new sender. Not an issue as I had the sender from tank 555 which worked OK as it was now with the original gauge – just another one of the interesting facts when getting parts for B's.